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APR - 4 2010

INITIAL STUDY

2003.0273E - 46 Geary Street

PROJECT DESCRIPTION

SAN FRANCISCO
PUBLIC LIBRARY

The project site is located at 46 Geary Street on Assessor's Block 310, Lot 24, which is approximately 4,826 square feet (sf) in size. The site is located about mid-block on the north side of Geary Street in the block bounded by Geary Avenue, Grant Avenue, and Post and Kearny Streets (see Figure 1, page 3). The proposed project includes construction of an six-story, 28,956-gsf commercial building and the demolition of an existing three-story over basement, approximately 43-foot-tall, 19,522-gsf building. The project site is in the C-3-R (Downtown Retail District), and an 80-130-F height and bulk district. The proposed project would require conditional use authorization for providing professional and business offices larger than 5,000 sf, and offering on-site services to the general public and offices above the ground floor in the C-3-R zoning district.



5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the library

site contains Pauline's Books and Media and a chapel on the ground level, the ng on the second floor, office on the third floor, and storage in the basement. The masonry building (UMB), which must either be brought up to seismic standards or ted (Category V) Building located within the Kearny-Market-Mason-Sutter

e to house Pauline's Book and Media Center on the ground floor with access from contain a chapel, and additional retail use with access from Maiden Lane. The ce for the bookstore and a potential second story for the retail space fronting on The third, fourth, and fifth floors would contain commercial/office space, and the ng (see Figures 3 and 4, pages 5 and 6). The basement would be used for storage, ith the retail on the first floor. The gross square footage of office use on the site 805 gsf to 13,743 gsf. Retail use would decrease from approximately 8,932 gsf to ease from 4,785 gsf to 4,581 gsf. Circulation would occupy 3,685 gsf. There is on the project site. The proposed project would not include any off-street parking l increase from three stories plus basement to six stories plus basement. Figures 5 h-south building section, and the Geary Street elevation.

ximately 14 months. The project construction cost is estimated at approximately \$4 million. The project sponsor is the Daughters of St. Paul and the project architect is Bergmeyer Associates, Inc.

PROJECT SETTING

The project site is located downtown in the retail district on the edge of the financial district, one and a half blocks from Union Square. The site is zoned C-3-R (Downtown Retail), and is in an 80-130-F height and bulk district. The immediate area surrounding the project site is a mix of office and commercial uses. Retail uses in the area include restaurants, art galleries, a travel agent, and a small clothing store. Buildings in the same block as the project site range from two to eight stories. Typically retail uses occupy the ground floor level and office uses occupy the upper

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INITIAL STUDY
2003.0273E - 46 Geary Street**PROJECT DESCRIPTION**SAN FRANCISCO
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The project site is located at 46 Geary Street on Assessor's Block 310, Lot 24, which is approximately 4,826 square feet (sf) in size. The site is located about mid-block on the north side of Geary Street in the block bounded by Geary Avenue, Grant Avenue, and Post and Kearny Streets (see Figure 1, page 3). The proposed project includes construction of an six-story, 28,956-gsf commercial building and the demolition of an existing three-story over basement, approximately 43-foot-tall, 19,522-gsf building. The project site is in the C-3-R (Downtown Retail District), and an 80-130-F height and bulk district. The proposed project would require conditional use authorization for providing professional and business offices larger than 5,000 sf, and offering on-site services to the general public and offices above the ground floor in the C-3-R zoning district.

The existing building on the project site contains Pauline's Books and Media and a chapel on the ground level, the Daughters of Saint Paul's group housing on the second floor, office on the third floor, and storage in the basement. The existing building is an un-reinforced masonry building (UMB), which must either be brought up to seismic standards or replaced. The building is an Unrated (Category V) Building located within the Kearny-Market-Mason-Sutter Conservation District.

The proposed building would continue to house Pauline's Book and Media Center on the ground floor with access from Geary Street. This floor would also contain a chapel, and additional retail use with access from Maiden Lane. The second floor would contain office space for the bookstore and a potential second story for the retail space fronting on Maiden Lane (see Figure 2, page 4). The third, fourth, and fifth floors would contain commercial/office space, and the sixth floor would contain group housing (see Figures 3 and 4, pages 5 and 6). The basement would be used for storage, and potential retail space associated with the retail on the first floor. The gross square footage of office use on the site would increase from approximately 5,805 gsf to 13,743 gsf. Retail use would decrease from approximately 8,932 gsf to 6,947 gsf. Residential use would decrease from 4,785 gsf to 4,581 gsf. Circulation would occupy 3,685 gsf. There is currently one off-street parking space on the project site. The proposed project would not include any off-street parking spaces. Overall building height would increase from three stories plus basement to six stories plus basement. Figures 5 and 6 on pages 7 and 8 show the north-south building section, and the Geary Street elevation.

Project construction would take approximately 14 months. The project construction cost is estimated at approximately \$4 million. The project sponsor is the Daughters of St. Paul and the project architect is Bergmeyer Associates, Inc.

PROJECT SETTING

The project site is located downtown in the retail district on the edge of the financial district, one and a half blocks from Union Square. The site is zoned C-3-R (Downtown Retail), and is in an 80-130-F height and bulk district. The immediate area surrounding the project site is a mix of office and commercial uses. Retail uses in the area include restaurants, art galleries, a travel agent, and a small clothing store. Buildings in the same block as the project site range in height from two to eight stories. Typically retail uses occupy the ground floor level and office uses occupy the upper floors.

The project site is in the Kearny-Market-Mason-Sutter Conservation District. This district is a dense area in the heart of San Francisco's retail and tourist section, and contains a concentration of shops, department stores, theaters, and restaurants. The District contains a largely intact, homogenous collection of early Twentieth Century architecture.

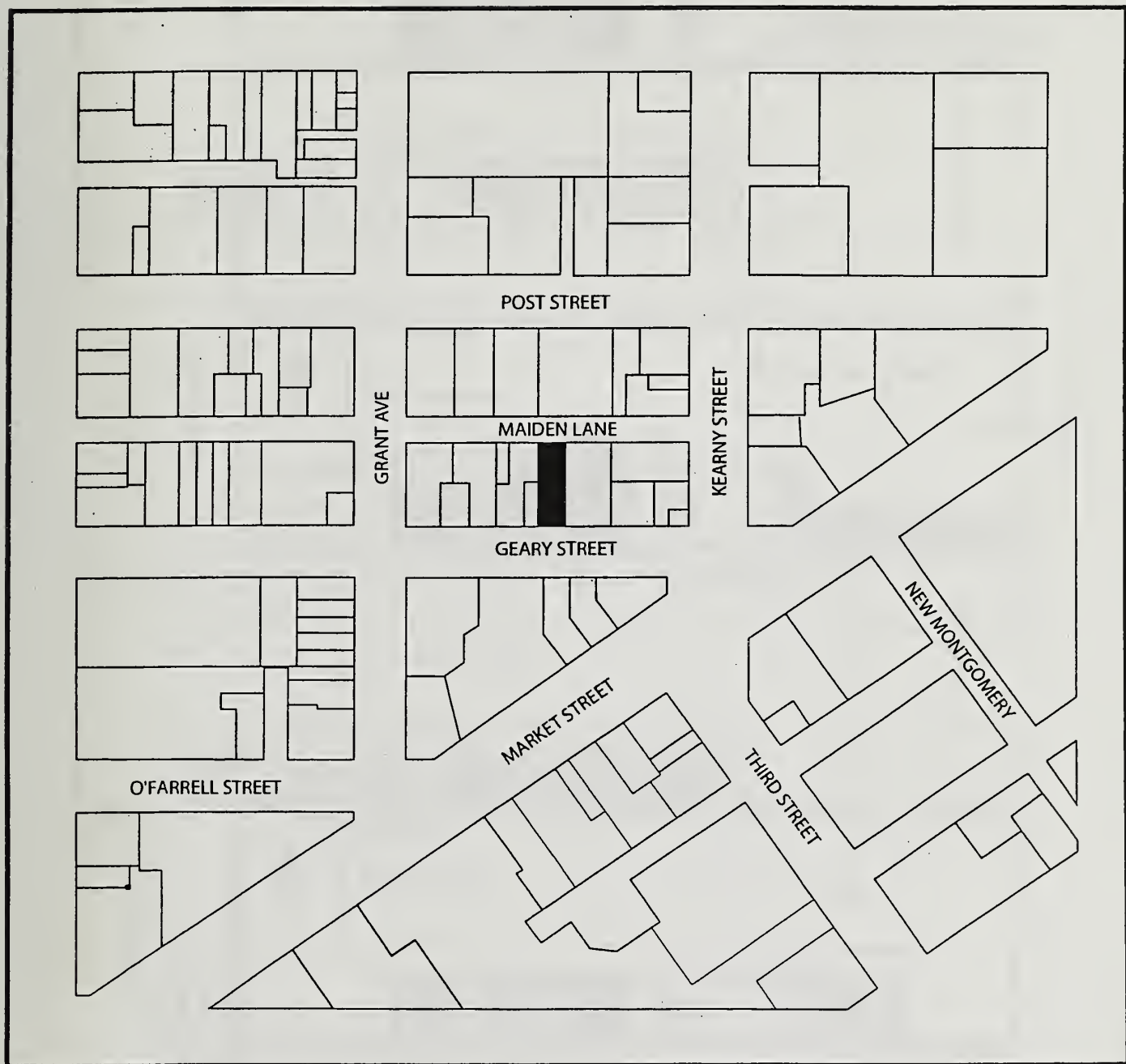


Figure 1
Project Location

Not to Scale

Source: S.F. Planning Department

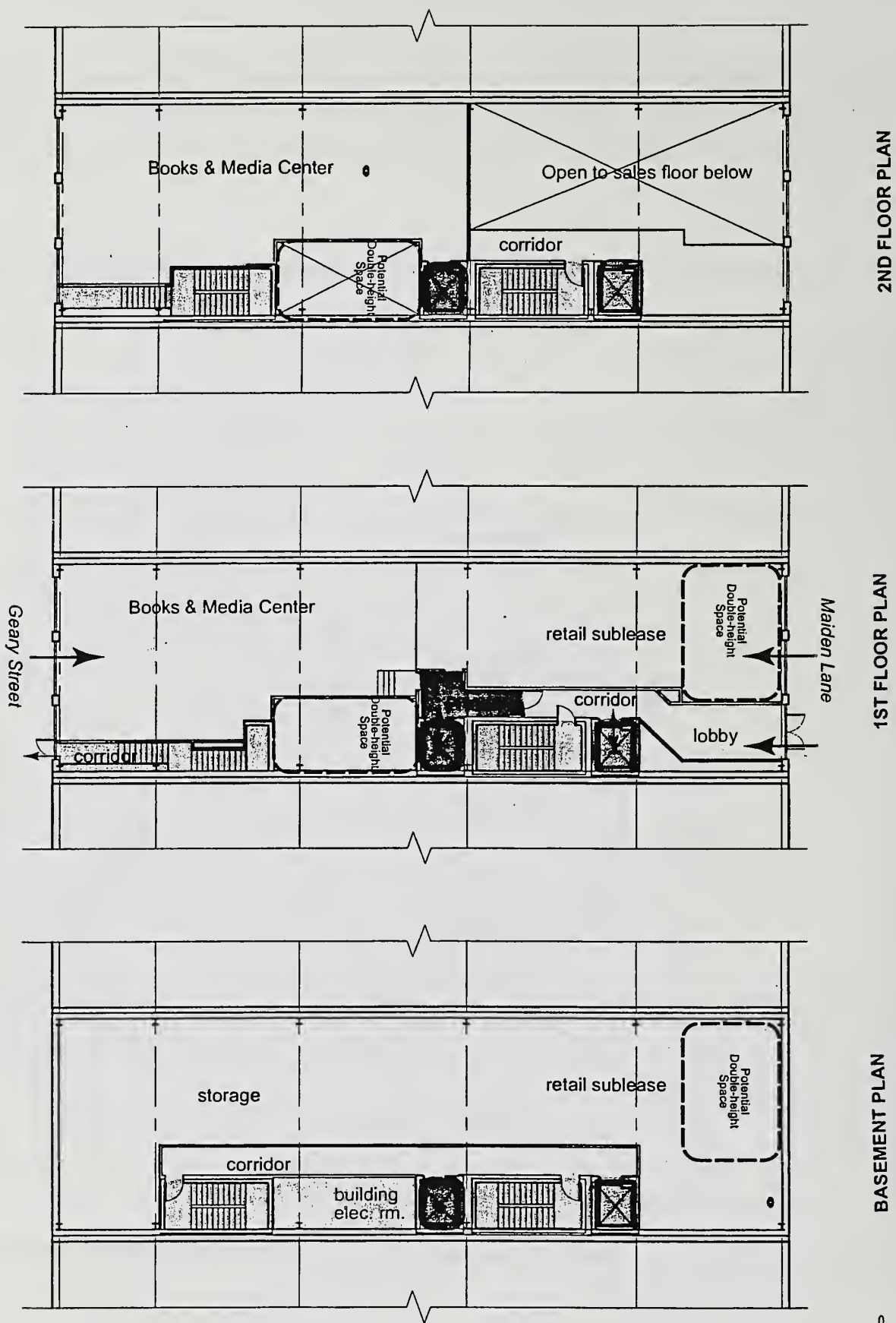


Figure 2
Basement, First and Second Floor Plan

Not to Scale

Source: Bergermeyer Architecture

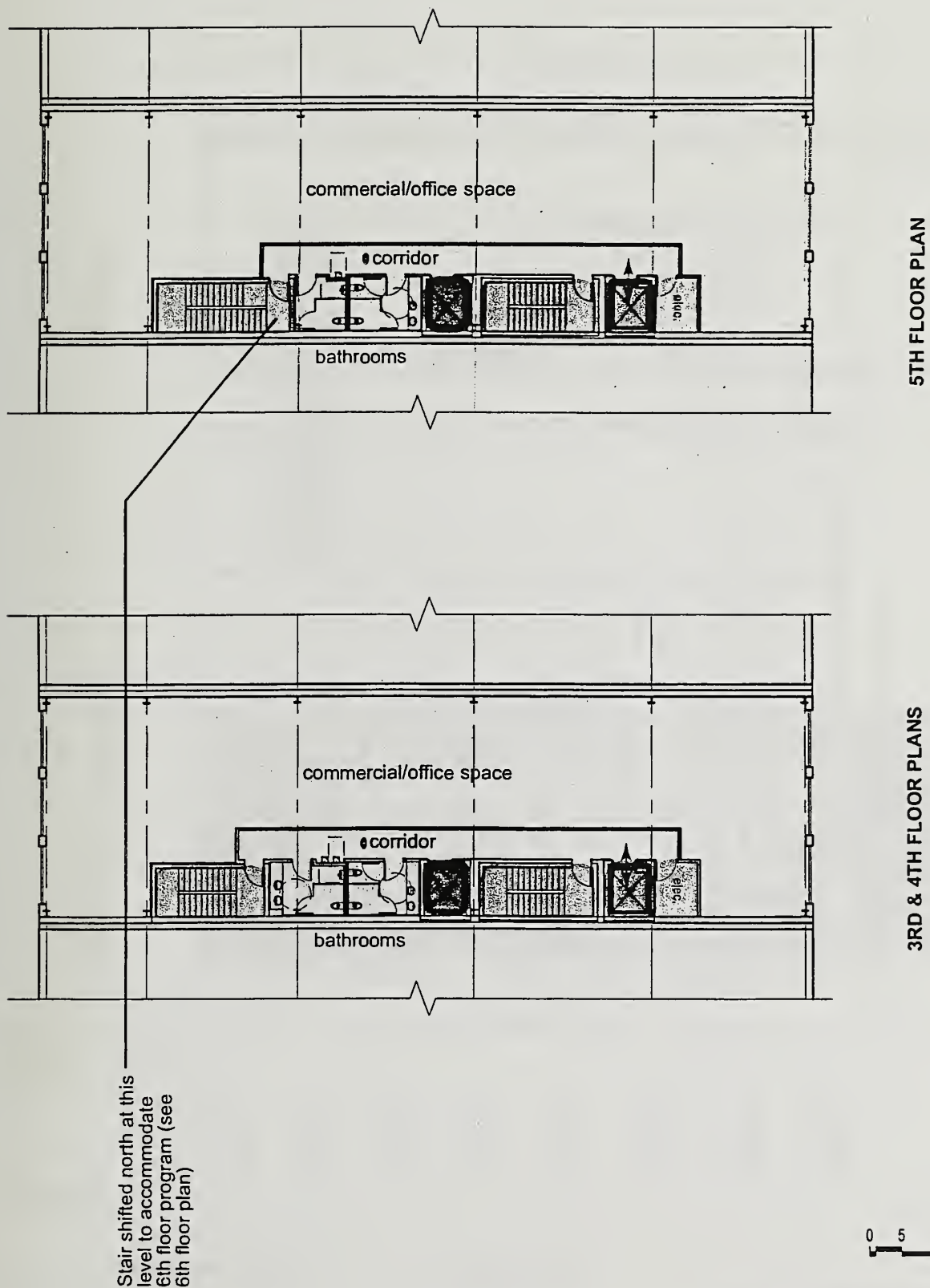
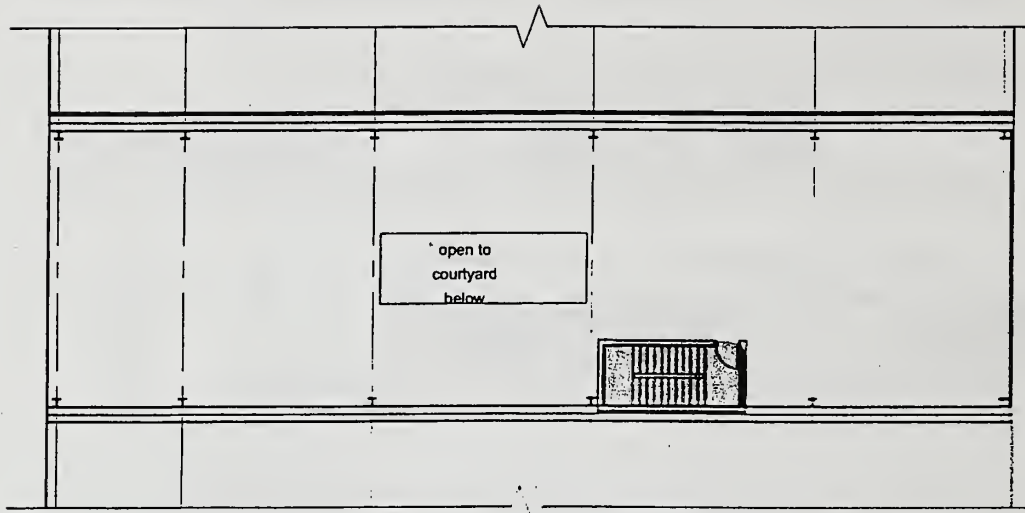


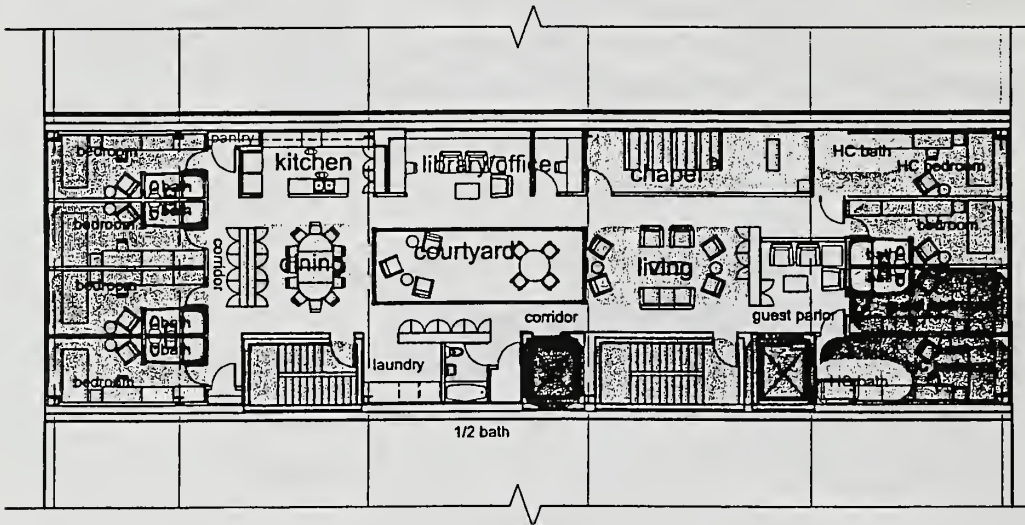
Figure 3
Third and Fourth Floor Plan

Not to Scale

Source: Bergermeyer Associates



ROOF PLAN



6TH FLOOR PLAN (RESIDENCE)

0 5 16



Figure 4
Sixth Floor and Roof Plan

Not to Scale

Source: Bergermeyer Associates

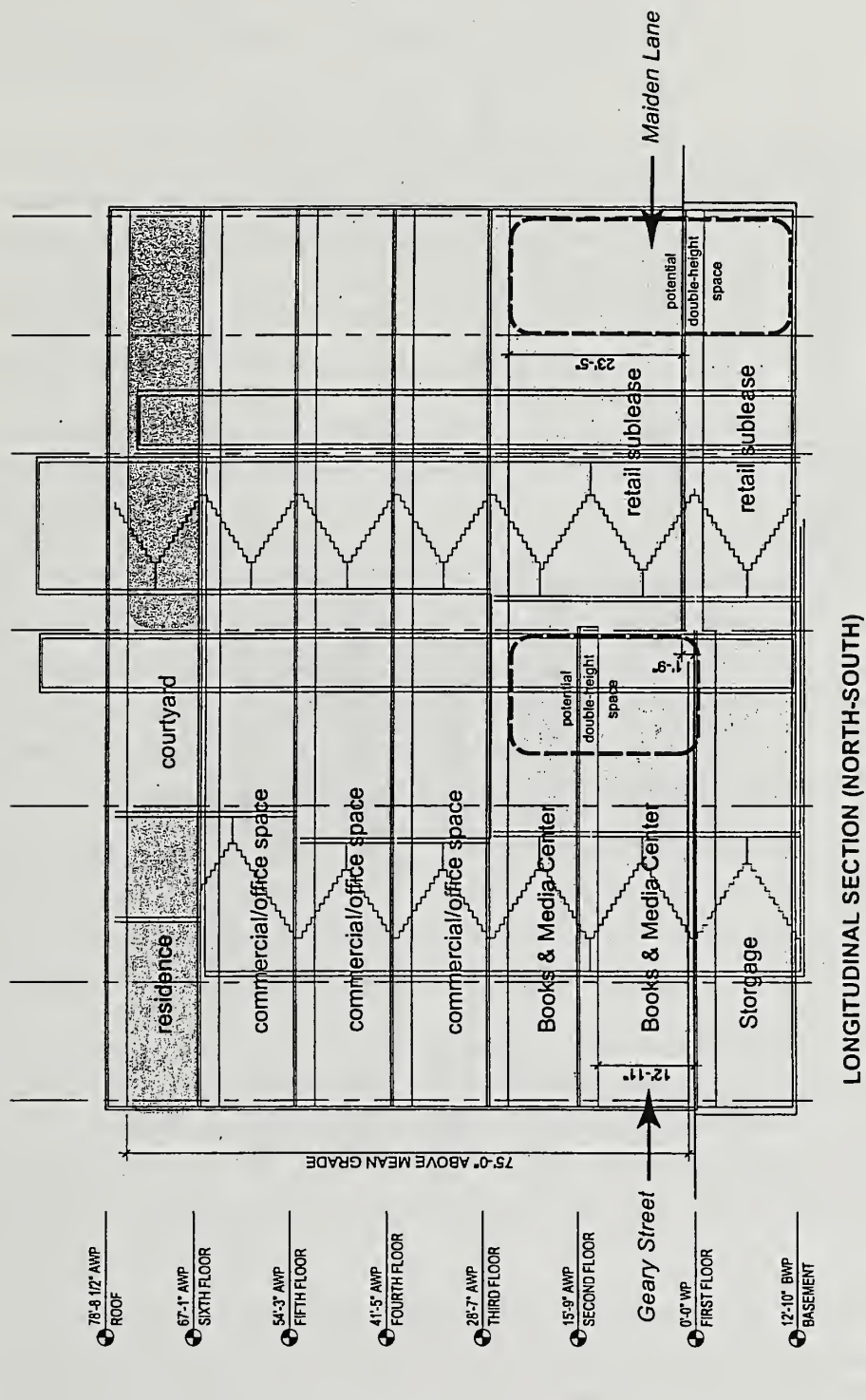


Figure 5
North-South Section

Not to Scale

Source: Bergermeyer Associates

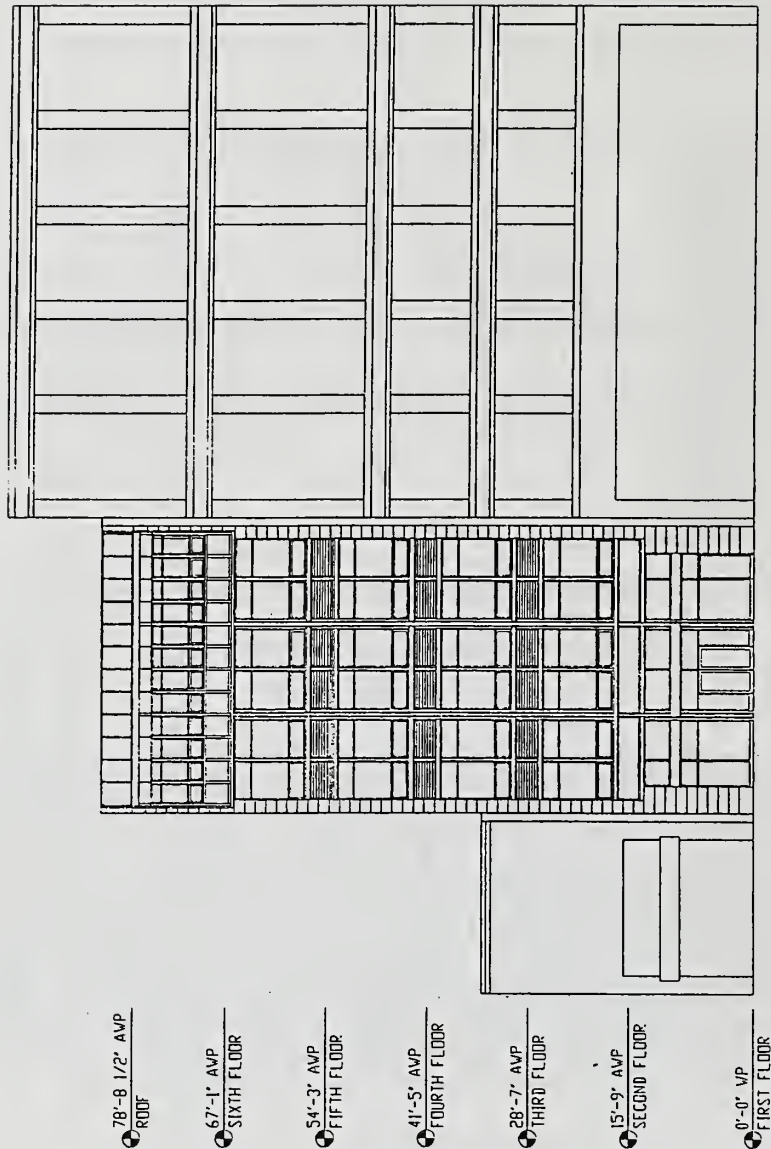


Figure 6
Geary Street Elevation

Not to Scale

Source: Bergermeyer Associates

<u>A. COMPATIBILITY WITH EXISTING ZONING AND PLANS</u>		<u>Not</u> <u>Applicable</u>	<u>Discussed</u>
1)	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	—	<u>Y</u>
2)	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	—	<u>Y</u>

The San Francisco Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code. Approval of the proposed project would result in a greater occupancy on the project site than currently exists. The potential impacts of that greater occupancy are discussed under the relevant topic heading in this environmental document.

The proposed commercial and residential uses are permitted uses in the Downtown Retail District. The existing and proposed retail sales and residential group housing are principally permitted uses in the C-3-R (Downtown Retail) zoning district. The proposed office use on the third through fifth floors would require Conditional Use authorization by the Planning Commission. Conditional Use authorization is required in the C-3-R zoning district for professional and business offices that are more than 5,000 gsf, and that do not offer onsite services. Therefore, the proposed project would require Conditional Use authorization for the office use proposed on the third through fifth floors. The proposed project would not provide any off-street parking spaces. Two off-street spaces are required for the group housing use under Section 151 of the Planning Code. Therefore the proposed project would require a Variance by the Zoning Administrator for the parking shortfall. No loading spaces would be required under Section 152 of the Planning Code, and none are proposed. The proposed project would comply with all other relevant Planning Code requirements.

Environmental plans and policies are those, like the Bay Area Air Quality Management District's 1997 *Clean Air Plan*, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) landmark and historic building preservation; and (8)

protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Disrupt or divide the physical arrangement of an established community?	—	<u>Y</u>	<u>Y</u>
(b) Have any substantial impact upon the existing character of the vicinity?	—	<u>Y</u>	<u>Y</u>

Under the proposed project, the existing three-story plus basement, 19,522-gsf building would be demolished and a six-story plus basement, approximately 28,956-gsf, predominantly commercial building, with residential use, would be constructed on the project site. The current uses on the project site would remain the same. The square footage of office space would increase by approximately 7,900 sf, and retail use on the site would decrease by approximately 2,000 sf. The project site is bordered by commercial uses, which is the principal use in the Kearny-Market-Mason-Sutter District that surrounds the project site. The intensification of uses on the project site would not be considered a substantial, physical land use change. The Planning Commission will consider any social effects of the change through the Conditional Use process.

Land use impacts are considered to be significant if the proposed project would disrupt or divide the physical arrangement of an established community, or have a substantial impact upon the existing character of the vicinity. The proposed project would not disrupt or divide the physical arrangements of existing uses and activities that surround it. Those surrounding uses and activities would continue on their own sites and would interrelate with each other as they do presently, without significant disruption from the proposed project. The proposed size, scale, and density of the proposed project would fit within the existing height limit and allowable residential density for the site. The proposed retail, office, and residential uses would be consistent with the prevailing commercial land use and character in the vicinity.

The area immediately surrounding the project site consists of commercial buildings that generally range from two to eight stories, with six story buildings prevailing in the block that contains the project site. The proposed building would be six stories in height and about 75 feet tall. This building height would be considerably taller than the two-story building bordering it to the west, but would be consistent with the size and character of structures in the area. The proposed project would have no substantial effect upon the character of the area. Overall, effects related to land use would not be significant.

2) <u>Visual Quality</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Have a substantial, demonstrable negative aesthetic effect?	—	<u>Y</u>	<u>Y</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	<u>Y</u>	<u>Y</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	—	<u>Y</u>	<u>Y</u>

Design and aesthetics are by definition subjective, open to interpretation by decision makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change, such as construction of an industrial facility in a pristine, natural area. The proposed project would not cause such a change.

Building heights in the project block range from two to eight stories, although the majority of the buildings in the project block are six stories. The proposed six-story building would be about 75 feet tall, approximately twice the height of the existing building on the project site. Existing buildings on the north side of Geary Street in the project block range from two to eight stories, while buildings on the south side of Geary Street range from three to twelve stories. Buildings on the south side of Maiden Lane facing the project site are in the four to ten story range.

At six stories, the proposed project would be considerably taller than the two-story building adjacent to the west, and this may be perceived as negative by some; however, the proposed project would be consistent with the visual character of the neighborhood, and with the 80-130-F height and bulk district. The proposed project would not have a substantial, demonstrable negative aesthetic effect within its urban setting because of its consistency of use and scale with other buildings in the immediate vicinity of the project site.

There is no existing public scenic view or vista available from the project site or its vicinity; therefore, the proposed project would not block or degrade any existing public scenic views or vistas. The proposed building would not generate obtrusive light or glare because the proposed uses would not generate substantially more light or glare than do the existing commercial in the area. Furthermore, the project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

In view of the above, the proposed project would not result in a significant effect with regard to Visual Quality.

3) <u>Population</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Induce substantial growth or concentration of population?	—	<u>Y</u>	<u>Y</u>
(b) Displace a large number of people (involving either housing or employment)?	—	<u>Y</u>	<u>Y</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	<u>Y</u>	<u>Y</u>

The existing building on the project site provides group housing for five persons. The proposed project would provide group residence for eight individuals. Pauline's Book and Media Center employs five full-time and three part-time people.¹ This number of employees includes the five individuals who live onsite, and is not expected to change with the proposed development. On its busiest day, the bookstore has accommodated 60-70 people in a three-hour period. Total retail space onsite would decrease by approximately 2,000 gsf. With the proposed project, retail space, which is currently used as the back of the bookstore and media center may be sublet, with access from Maiden Lane. Even with a potential sublet from Maiden Lane, the number of retail visitors to the site is not expected to increase substantially. Until recently, an architectural firm occupied office space on the project site. This firm employed approximately 15 persons. Additional office space was used by the bookstore and media center. Office space on the project site would increase by about 29 persons.² While potentially noticeable to the immediately adjacent neighbors, the increase in population on the site resulting from the proposed development would not substantially increase the existing area-wide population, since the project area is a densely populated urban area with existing commercial and residential uses. No one would be displaced by the proposed project, nor would it create a demand for or reduce housing. In view of the above, the proposed project would not have an adverse significant effect on population.

4) <u>Transportation/Circulation</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	—	<u>Y</u>	<u>Y</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	—	<u>Y</u>	<u>Y</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	—	<u>Y</u>	<u>Y</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	—	<u>Y</u>	<u>Y</u>

The project site is located about mid-block on the north side of Geary Street on the block bounded by Kearny and Geary Streets, Grant Avenue, and Maiden Lane. Geary Street is a major east-west thoroughfare linking downtown with the Richmond district. Between 48th Avenue and Collins Street, this roadway is designated as Geary Boulevard and generally has three travel lanes in each direction. Between Collins and Gough streets, this roadway is designated as

¹ Sister Bernadine, Daughters of St. Paul, 2003. Telephone conversation with Nannie R. Turrell, Major Environmental Analysis, December 17.

² San Francisco Planning Department, 2002. 2002 Transportation Impact Analysis Guidelines for Environmental Review. October 29.

Geary Expressway and is generally an eight-lane two-way roadway. East of Gough street, this roadway becomes Geary Street and is one-way westbound, forming a couplet with O'Farrell Street. Within the vicinity of the proposed project, Geary Street has two travel lanes and on-street metered truck parking along both curbs. The San Francisco General Plan identifies Geary Street as a major arterial in the Congestion Management Plan (CMP) Network, a Metropolitan Transportation System (MTS) street, a Transit Preferential Street (transit-important), and a Neighborhood Commercial Street.

Kearny Street is a north-south direction roadway between The Embarcadero and Market Street, near Third Street. Kearny Street is not continuous throughout its length. Within the vicinity of the proposed project, Kearny Street is one-way with three northbound travel lanes, restricted parking on both sides of the street, and 14-foot sidewalks. The San Francisco General Plan identifies Kearny Street, south of Columbus Avenue, as a Major Arterial and a Transit Preferential Street (secondary transit and transit center).

Grant Avenue is a one-way northbound roadway between Market and North Point Streets. Within the vicinity of the proposed project, Grant Avenue has three northbound lanes, and on-street parking along both curbs. The San Francisco General Plan identifies Grant Avenue as a part of the Citywide Pedestrian Network from Market to Filbert Streets.

Maiden Lane is a two-block, 18-foot wide, single lane street with sidewalks that run between Stockton and Kearney Streets. Vehicles are prohibited on Maiden Lane between 11:00 AM and 6:00 PM. The street is posted for tow away, no stopping between 7:00 AM and 6:00 PM. Truck loading is allowed between 7:00 AM and 11:00 AM, and 5:00 PM to 6:00 PM. During the hours that traffic is allowed, Maiden Lane is one-way eastbound between Stockton Street and Grant Avenue, and one-way westbound between Kearney Street and Grant Avenue.

Traffic

Based on the trip rate for office and retail use in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the proposed 13,743 gsf of office and retail use would generate approximately 1,291 daily person-trips, including about 115 daily person-trips during the p.m. peak hour. These 115 p.m. peak-hour person-trips would be distributed among various modes of transportation, including about 42 automobile person-trips, 26 transit trips, 35 walking trips, and 12 trips by other means which include bicycles and motorcycles. Mode split data for residential use were obtained from the 2000 Census "Journey to Work" figures. The proposed project would generate 19 P.M. peak-hour vehicle trips. The traffic analysis does not take into account the trips generated by the existing retail and office uses on the project site. Thus the trip generation for existing uses was not netted out and the reported trip generation likely overstates the impact of the proposed project.

The estimated project-generated increase of nineteen automobile trips during the P.M. peak hour would not be considered a substantial traffic increase relative to the existing capacity of the local street system. The change in traffic in the project area as a result of the proposed project would be undetectable to most drivers. Furthermore, the actual net increase of P.M. peak-hour trips associated with the proposed project would be less than stated because existing trips were not taken into account, and because the immediate project vicinity is so well served by transit. The proposed project would add a small increment to the cumulative long-term traffic increase on the local roadway network in the neighborhood and to other land use and development changes in the region.

Transit

The proposed project would generate 26 P.M peak-hour trips, which would be distributed among the public transit lines providing service to the vicinity of the project site. This minor addition to the transit system would not have a significant or noticeable impact upon transit services in the project area or affect transit operations. The project site is well served by public transit, with both local and regional service provided nearby. The project site is located within three and one-half blocks of the Transbay Terminal and less than one mile from the Ferry Building, both major transit connection locations. In addition the project site is located one half block from Market Street, which is well served by The San Francisco Municipal Railway's (MUNI) transit lines. The Montgomery Street BART (Bay Area Rapid Transit) is located on Market Street within one block of the project site.

Parking

In general, on-street parking within the vicinity of the project site is comprised of metered spaces, with 30 minute limits for commercial vehicle loading. On-street parking in the area is effectively at capacity. There are approximately 5,000 parking spaces in the area bounded by Bush, Kearny, Market and Powell Streets, with mid-afternoon weekday occupancy levels at about 92 percent.³ According to Section 151 of the *Planning Code*, Table 151, two off-street parking spaces would be required for the group housing component of the proposed project. The project would not provide any off-street parking spaces, and would therefore not meet this *Planning Code* requirement. Based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, the proposed project would create a parking demand of about 33 daily spaces. Given that the proposed project would not provide any parking spaces, the proposed project would have an unmet parking demand of 33 daily spaces. The unmet parking demand estimate, however, is likely overstated because, as indicated by Census tract data, the majority of people in this area either walk or take transit to their destination.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit

³ San Francisco Planning Department. Neiman Marcus Expansion Project Final Environmental Report, Case No. 98.813E, Certified on July 22, 1999. This document is available for review by appointment at the Planning Department, 1660 Mission Street, San Francisco.

First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project site is conveniently located to provide alternatives to automobile use. As discussed above, the project site is within walking distance of numerous Muni surface transit lines and the Muni Metro Embarcadero station, providing citywide service, as well as the Embarcadero BART station and the Ferry Building that provide regional transit service. Three major bicycle routes are located within three blocks of the project site. The Financial District is a short distance (two to five blocks) from the site, promoting walking as a major commute mode for residents of the project.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably address potential secondary effects.

Loading

There is currently a loading zone in front of the project site on Geary Street. Deliveries are made to the site on Geary Street, and there are frequently pick-ups from the site in the afternoon. Trash pick-up occurs on Maiden Lane five days a week. With the proposed project, there may be deliveries to and from Maiden Lane for the sublet retail space. These deliveries would occur during the City permitted truck loading times of 7:00 AM to 11:00 AM, and 5:00 PM to 6:00 PM. Based on the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, the proposed project would generate a loading demand of 0.26 peak hour truck trips. The *Planning Code* does not require off-street loading for retail use of less than 10,000 sf, or for office use of less than 100,000 gsf. The proposed project, which contains a 6,947 gsf of retail use and 13,743 gsf of office use, would not require or provide a loading space.

Pedestrian and Bicycle Conditions

Pedestrian traffic generated by the proposed project would not change substantially with the slight decrease in retail use and the slight increase in office use. Any change would not be to a degree that could not be accommodated on the local sidewalks, or that would result in safety concerns. In the immediate vicinity of the project site, Sutter and Post Streets (Route 16), and Market Street (Route 50) are designated as Citywide Bicycle Routes in the Transportation Element; these bicycle routes are Class III routes, meaning bicyclists and motorists share the roadway width. All intersections in the vicinity of the project site are traffic signal controlled. The proposed project would not interfere with bicycle accessibility or create hazardous conditions for bicyclists. The proposed project would not be required to provide bicycle facilities or bicycle parking spaces, and none are planned for the project.

Construction Impacts

During the projected 14-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Therefore, even if these trips were to occur during the peak hours, they would not significantly affect traffic conditions in the project area. From time to time, the project sponsor may request closure of a traffic lane to accommodate certain types of deliveries. Lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW).

Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. The most intensive construction phases of the project would result in about five construction workers per day on the project site. Parking of construction workers' vehicles would occur in on-street parking spaces and parking garages in the project vicinity. Although construction workers may have to circulate on streets in the vicinity of the project site to find available parking, the anticipated parking deficit would not substantially change the capacity of the existing street system or alter the existing parking conditions in the area.

In summary, the proposed project to the proposed project would not have a significant impact in the area of Transportation/Circulation.

5) <u>Noise</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Increase substantially the ambient noise levels for adjoining areas?	—	<u>Y</u>	<u>Y</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	—	<u>Y</u>	<u>Y</u>
(c) Be substantially impacted by existing noise levels?	—	<u>Y</u>	<u>Y</u>

The urban setting of the project area includes numerous potential sources of noise. Based on published scientific acoustic studies, the traffic volumes in a project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area. Given that the proposed development would not cause a doubling in traffic volumes, the traffic generated by the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity.

The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, effects related to operational noise would not be significant.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The Department of Building Inspection would review the final building plans to insure that the building wall and

floor/ceiling assemblies meet State standards regarding sound transmission. The proposed uses on the project site would not result in a substantial increase in noise during operation.

Construction of the proposed project would temporarily increase noise in the site vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. There may be times when noise could interfere with indoor activities in nearby commercial uses adjacent to the project site. Noise impacts could be intermittently disruptive or annoying to persons nearby; however, they would be temporary in nature and limited to the period of construction.

All construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (measured as dBA; a unit of measure for sound where "A" denotes use of the A-weighted scale, which simulates the response to the human ear to various frequencies of sound) at a distance of 100 feet from the source; (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by five dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Project demolition and construction would comply with the Noise Ordinance. Compliance with the Noise Ordinance is required by law and would reduce any construction noise-related impacts to a less-than-significant level.

For the reasons above, noise from the proposed project would not be a significant environmental impact.

6) <u>Air Quality/Climate</u>	- Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	<u>Y</u>	<u>Y</u>
(b)	Expose sensitive receptors to substantial pollutant concentrations?	—	<u>Y</u>	<u>Y</u>
(c)	Permeate its vicinity with objectionable odors?	—	<u>Y</u>	—
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	<u>Y</u>	<u>Y</u>

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring detailed air quality analysis. These thresholds are based on the minimum size of projects that the District considers capable of producing air quality problems due to vehicular emissions. The project would not exceed this minimum standard. Therefore, no significant air quality impacts due to vehicular emissions would be generated by the proposed development.

During construction, air quality could potentially be affected for short periods. The movement of soils to excavate the foundation and grade the project site, while minimal, would create fugitive dust and emit criteria pollutants as a result

of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM₁₀). Fugitive dust is made up of particulate matter including PM₁₀.

Construction emissions would occur in short term and temporary phases, but could still cause adverse effects on local air quality. The BAAQMD, in its CEQA Guidelines, has identified a set of feasible PM₁₀ control measures for construction activities. In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 1, identified on page 25-26. With implementation of this measure, construction air quality impacts would be reduced to a less-than-significant level.

Shadows

Section 295 of the San Francisco Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform to Section 295, a shadow fan analysis was prepared by the Planning Department.⁴ This analysis concluded that there would be no shadow impact from the proposed project on any property protected by Section 295. Therefore, the proposed project would not result in any significant shadow impacts.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would increase the height on the project site by approximately 40 feet from the existing building to a height of approximately 78 feet. The proposed project would not result in a structure that would be substantially taller than nearby buildings. Therefore, the proposed project would not result in adverse effects on ground-level winds.

7) <u>Utilities/Public Services</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	—	<u>Y</u>	—
(b) Extend a sewer trunk line with capacity to serve new development?	—	<u>Y</u>	—
(c) Substantially increase demand for schools, recreation or other public facilities?	—	<u>Y</u>	—
(d) Require major expansion of power, water, or communications facilities?	—	<u>Y</u>	<u>Y</u>

⁴ A copy of the shadow fan analysis is available for review by appointment at the Planning Department, 1660 Mission Street, Suite 500, as part of Case No. 2003.0273K.

The proposed project is on a site that is currently served by fire, police, schools, solid waste, collection, recreational facilities, water, gas, and electricity. The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in this area. The proposed building would be designed to incorporate water-conserving measures, such as installing low flush toilets, as required by San Francisco Building Code.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

8) Biology - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	<u>Y</u>	<u>Y</u>
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>Y</u>	<u>Y</u>
(c) Require removal of substantial numbers of mature, scenic trees?	—	<u>Y</u>	<u>Y</u>

The project site is covered completely by the existing building. There are no sensitive trees or other vegetation on the site. No rare, threatened, or endangered species exist on the project site or surrounding properties. The project site is in a developed urban area and does not support or provide habitat for any rare or endangered wildlife species, animal or plant life or habitat, nor would it interfere with any resident or migratory species. Therefore, there would be no significant impact on biological resources.

9) Geology/Topography - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	—	<u>Y</u>	<u>Y</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	—	<u>Y</u>	<u>Y</u>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to ground shaking with non-structural damage (level

VII) along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 of the Community Safety Element). The project site is also located in or adjacent to an area of liquefaction potential, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology (Map 4 of the Community Safety Element). For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s). The project site is not in an area subject to landslide, tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

The project sponsor has stated that the new foundation and footings would likely be the same depth as those supporting the existing building on the project site. The existing foundation and footings are approximately 12 feet below grade. However, a structural consultant's report would be prepared to determine the extent of excavation and whether pile driving would be necessary. The proposed project would not alter the topography of the project site.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

In view of the above, the proposed project would not have a significant effect related to Geology/Topography.

10) <u>Water</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	—	<u>Y</u>	<u>Y</u>
(b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>Y</u>	<u>Y</u>
(c) Cause substantial flooding, erosion or siltation?	—	<u>Y</u>	—

The project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed building, and stormwater runoff from the project site would continue to flow into the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During

operations, the proposed project would comply with all local wastewater discharge requirements. Therefore, the proposed project would not substantially degrade water quality.

The project site is completely covered by the existing building and paved surface parking lot. The project would not change the amount of impervious surface area, and would not measurably affect current runoff or groundwater. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected. Overall, the proposed project would not have a significant adverse impact on water.

11) <u>Energy/Natural Resources</u>	- Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		—	<u>Y</u>	—
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		—	<u>Y</u>	—

The proposed project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, it would not cause a wasteful use of energy, and the proposed project's effects on energy consumption would not be significant.

12) <u>Hazards</u>	- Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		—	<u>Y</u>	<u>Y</u>
(b) Interfere with emergency response plans or emergency evacuation plans?		—	<u>Y</u>	<u>Y</u>
(c) Create a potentially substantial fire hazard?		—	<u>Y</u>	<u>Y</u>

No Phase I Environmental Site Assessment has been prepared for the project site. The existing structure on the project site was originally two buildings constructed in 1907. These buildings were extensively remodeled in 1956 and made into one building. Because of the age of the existing building, it may contain asbestos and lead-based paint, which are discussed below.

Lead-Based Paint

Lead paint may be found in the existing building, which is proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (these structures are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of

containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead-Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures established by the San Francisco Building Code would ensure that potential impacts associated with lead-based paint disturbance during construction activities would be reduced to a level of insignificance.

Asbestos

Asbestos-containing materials may be found within the existing structure on site which is proposed to be renovated or demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation when a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process

In view of the above, the proposed project would have no significant impacts related to Hazards.

13) <u>Cultural</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>—</u>	<u>Y</u>	<u>Y</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	<u>—</u>	<u>Y</u>	<u>Y</u>
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>—</u>	<u>Y</u>	<u>Y</u>

Archeological Resources

Factors considered in determining the potential for encountering archaeological resources include the location, depth, and the amount of excavation proposed, as well as any existing information about known resources in the area. Construction of the proposed project would involve demolition of the existing building, which covers the entire site. The project site is in an area where previous site disturbance has taken place for street grading and for construction of the existing building. The proposed project would involve little or no excavation. Because the potential for a significant effect is unknown, the project sponsor has agreed to implement Mitigation Measure 2 on pages 26-27 to

avoid any potential adverse impacts on accidentally buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).

Architectural Resources

The existing structure on the project site is a partially unreinforced masonry building (UMB), which was constructed in 1906 as two buildings. In addition to being listed as a UMB, the property has a National Register Status Code of 3S (appears eligible for the National Register of Historic Places), is listed in Article 11 of the *San Francisco Planning Code*, and is included in the 1976 citywide *Architectural Survey*. The building is within the boundaries of the Kearny-Market-Mason-Sutter Conservation District, and is designated in Article 11 as a Category V (unrated) building. Buildings in the C-3 Districts listed in Article 11 are divided into five categories: Significant buildings are listed in Categories I and II; Contributory buildings are listed in Categories III and IV; and buildings which are unrated are listed in Category V. The 1976 *Architectural Survey* inventoried approximately 146,000 structures, which were given ratings ranging from a low of "0" to a high of "5." The rating given the building at 46 Geary Street was "2."

An historic resource evaluation report was prepared for the proposed project to determine whether the property at 46 Geary Street would be considered an "historic resource" as defined in Section 15064.5(a)(3) of the California Environmental Quality Act (CEQA) guidelines.⁵ If a property were determined to be an historical resource, demolition would be considered a significant adverse impact that could not be mitigated to a less than significant level. Under CEQA, the lead agency may make a determination that the property is historically significant, if the resource meets the criteria for listing on the California Register of Historical Resources under one of the four following criteria: Event, Persons, Architecture, or Information Potential. A building must also have integrity to be eligible for the California Register; that is, it must sufficiently retain those physical characteristics that have contributed to its historic status.

The original buildings on the project site were originally constructed as two narrow, three-story masonry buildings constructed on a single lot with the addresses at 46 and 50 Geary Street. According to the July 17, 1906 building permit, the building at 46 Geary Street was designed for John H. Speck by architects Meyer and O'Brien, and was a bearing wall structure with wood joists. The building has always been in retail use with offices or residential uses above. Sometime between 1906 and 1917 a third floor was added. The façade was a tripartite composition, with the street level serving as the base, the second and third floors forming the mid section, and a tall parapet with a projecting cornice forming the top section.

Theodore Z. Blakeman commissioned the building at 50 Geary Street in 1906. The structure was designed by architects Bliss and Faville. Like the structure at 46 Geary Street, the building was three-story brick rectangular box that was a bearing wall structure with wood joists. At 25 feet in height, it was somewhat shorter than the 46 Geary Street structure, and had a less formal composition, with the street and mezzanine floors forming the base, the second floor the mid-section, and a modest parapet forming the top section. The facades of both buildings comprised the character-defining features of the Renaissance Revival style, and both were changed beyond recognition by a major alteration in 1956.

⁵ McGrew, Patrick 2003. *Historic Resource Evaluation Report, 46 Geary Street, San Francisco, California 94103*. Prepared for the San Francisco Planning Department, and available for review by appointment at 1660 Mission Street, 5th Floor, as part of Case File No. 2003.0273E. November.

As documented by architectural drawings for the 1956 alterations, the front of each building was replaced with a contemporary design and structural upgrade. The architect Ward Thomas combined the two buildings, including the Geary Street facades and interiors into a single building, an alteration that demolished the character-defining features of the existing buildings. The first seventy feet (from Geary Street) of the two masonry party walls were demolished, and replaced by a system of steel columns and beams to create a column-free, contemporary interior. The new Geary Street façade featured a highly transparent modernist glass curtain wall framed on the top and sides by a black shadow box enclosure, a minor example of the American Corporate architectural style of the mid Twentieth Century. Subsequent alterations have somewhat diminished the effect of the curtain wall, and the modernist interior has been demolished. At less than 50 years old and designed by a less than prominent architect, the altered structure does not appear to qualify for listing on the California Register for either the original historic designs or the contemporary one, due to a substantial loss of architectural integrity.

The only visible surviving original features of 46-50 Geary Street are the Maiden Lane facades, which retain the original building material. The upper portion of the 49 Maiden Lane façade has been partially concealed by an external fire escape. The base has been altered with a modern design that includes a suburban garage door. Only the third level of this façade is original. The first floor and mezzanine levels are contemporary replacements, which use incompatible materials such as aluminum windows and contemporary masonry. The surviving original portions of the facades are built of low-fire running bond brick. Differences in color and texture suggest that most of the lower portions of the original facades were built later than the upper portions. While these rear facades are interesting and attractive, they are building fragments that are essentially unrelated to the contemporary structure and interiors. As substantially altered buildings, both 46 and 50 Geary Street, including the Maiden Lane facades lack sufficient integrity to qualify for listing on either the California or National Registries.⁶ Therefore the demolition of these buildings would not be a significant impact.⁷

C. <u>OTHER</u> - Could the Project:	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	—	<u>Y</u>	—

Neighborhood Notice

A notice of project receiving environmental review was sent out on June 6, 2003 to potentially interested parties. No comments were received.

⁶ Ibid.
⁷ Adam Light, Preservation Technical Specialist, 2004. Memorandum to Nannie Turrell, Environmental Planner, San Francisco Planning Department. January 6.

D. MITIGATION MEASURES

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>DISCUSSED</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u>Y</u>	—	—	<u>Y</u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	<u>Y</u>	—	—	<u>Y</u>

In the course of project planning and design, measures have been identified that would avoid potentially significant impacts (i.e., mitigation measures). These measures would be adopted by the project sponsor.

Mitigation Measures

The following mitigation measures have been adopted by the project sponsor and are necessary to avoid potential significant effects of the project.

Mitigation Measure 1 - Construction Air Quality

The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2 - Archaeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is,

the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

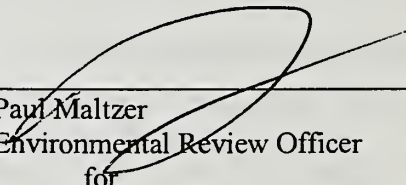
E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	—	<u>Y</u>	<u>Y</u>
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>Y</u>	<u>Y</u>
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	—	<u>Y</u>	<u>Y</u>
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>Y</u>	<u>Y</u>

The proposed project is consistent with all applicable zoning controls. The proposed project would require Conditional Use authorization by the Planning Commission and a Variance by the Zoning Administrator. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

F. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☒ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because Mitigation Measures 1 and 2 in the discussion above have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Paul Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning

January 7, 2004
DATE

